

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 7:05 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 1072 Const Calendar Day: 645 Date: 11-Mar-2014 Tuesday

Inspector Name: Brignano, Bob Title: Transportation Engineer

Inspection Type:

Shift Hours: Break: Over Time:

Federal ID:

Location:

Reviewer: Schmitt, Alex Approved Date: Status: Submit

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather**

Temperature	7 AM	12 PM	4 PM
Precipitation			Condition clear

Working Day ☒ If no, explain:**Diary:**

Dispute

General Comments

CCO 314, SAMPLING AND TESTING A354 GRADE BD MATERIAL:



There is no work in the field on this operation today by ABF, but there is work by Smith-Emery QC. Work on setup of the Townsend Test (Test IV) test rigs for TR's 12 and 13 is ongoing. Paint removal from TR's 10 and 11 for MT so that they can be used for TR's 12 and 13 was completed last week on Friday 3/7/2014 with MT scheduled for today.

From 0700 through 1200, Smith-Emery QC Steve Jenson is present for MT of the test rigs, with CT-METS James Doe for QA. Setup and prep work in the office is 0700 through 0800. Testing at TR 11 is between 0800 and 1000. Note that there is one weld that did not have the paint removed and could not be inspected – at north end, bottom inside stiffener, at end plate, identified as Item & on page 4 of 4 of the paint removal / MT inspection photo map (see attachment). I tell QC and QA that this one weld in the back of this chamber can be skipped. Originally the DJV did not specify that this weld needed to be inspected because it is in the back of a small cell with difficult access and the DJV didn't think this could be inspected, but it was added by CT with the understanding that this would be inspected if it could be done. With limited ironworker availability at the Pier 7 warehouse area, this paint will not be able to be removed today and the QC/QA testing will be difficult to reschedule for another date, for a weld that originally was not requested to be inspected. Testing at TR 10 is between 1000 and 1145. Then cleanup and pickup tools between 1145 and 1200. No indications were found in any of the inspected welds at TR's 10 and 11. QC and QA need to write reports on this operation later in the day and/or tomorrow.

After the morning MT of the test rigs, there is additional work for CT-METS QA only on various test rods. James Doe and Robert Mertz prepare for hardness testing and MT of the 2008 rods – the test rods for TR's 12 and 13. The additional threads on the shank end of the rods were previously machined and there is oil that would affect MT, so they degrease the threads. Then MT on these 2 rods is between approximately 1330 and 1400. No indications were found in the original threads or new threads in these 2 test rods. It was planned to perform hardness testing on both ends of both rods, but 3 of the 4 ends need grinder work before this can happen – one end still has some galvanizing and two ends have rough cut ridges from when the rods were trimmed. This grinding will happen at a later date and the hardness testing does not happen today. Between 1400 and 1430, CT-METS James Doe, Robert Mertz, and Courtney Goldstein perform hardness testing on one end of the test rods from TR's 5 and 6. This testing is on the coupler end of these 2 test rods – the test rod end hardness was tested previously when the rod was already installed in the coupler.

A generator – Whisperwatt 7000 – ABF ID 002343 is used in the morning for approximately 4 hours for the MT at the test rigs. Another generator – Whisperwatt 7000 – ABF ID 002341 is on idle/standby at the work



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area and is not used today. An oxyacetylene torch is on idle/standby at the work area and is not used today. A compressor – IR P185R ABF ID 002078 is on idle/standby at the work area and is not used today. A welding machine – Lincoln Electric Vantage 500 ABF ID 000073 is on idle/standby at the work area and is not used today.

Note that there is k-rail at this work area. Some of the k-rail is rented and addressed by the rental agreement. Some of the k-rail is ABF's k-rail used on site and paid as rented from ABF on a daily basis. To elevate the k-rail, crane mats and timber blocking (12x12's) are in use. The k-rail quantities are as follows:

10' bought k-rail = 20 pieces

10' ABF k-rail = 4 pieces

20' rented k-rail = 16 pieces

20' ABF k-rail = 19 pieces

Note that this includes three 20' ABF k-rail between the CCO 314 work area and FW Spencer's yard, with that k-rail being in place prior to the CCO work and not related to CCO 314.

The agreed extra work with ABF is as follows:

k-rail: 16 pcs @20' and 4 pcs @10'

Crane Mats (12x12 - 5'x16') - 4 pcs

Crane Mats (12x12 - 5'x7') - 2 pcs

Crane Mats (12x12 - 5'x8') - 11 pcs

See the attached Extra Work Order - Signed with ABF for CCO 314 work